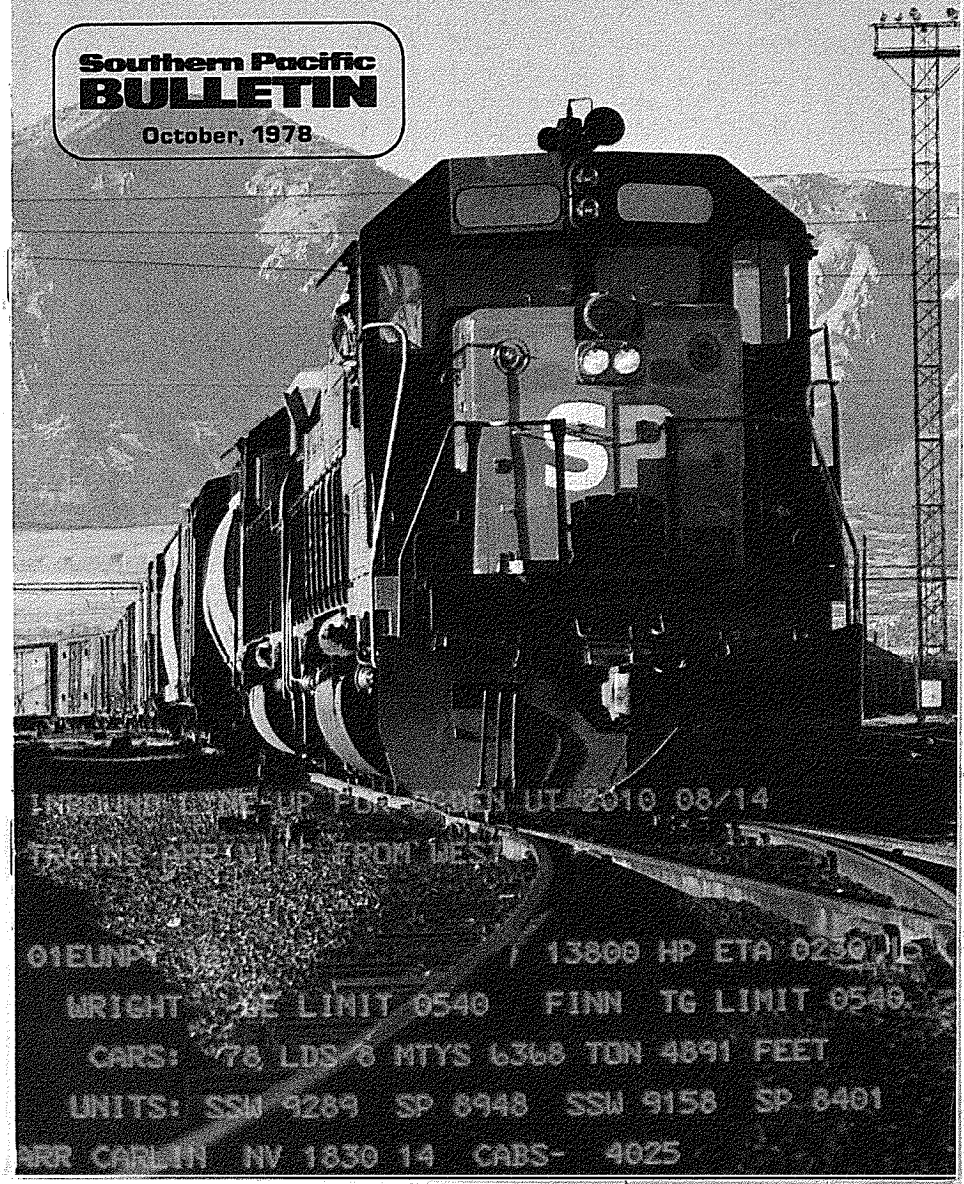
Southern Pacific BULLETIN

October, 1978



SOUTHERN PACIFIC BULLETIN
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COVER

With Utah's Wasatch Mountains in the background, an eastbound run-through train leaves SP's yard at Ogden. The CRT (cathode ray tube) display shows the inbound lineup of trains into Ogden – information that is taken from the computer. The symbol, 1EUNPY, means first section of a manifest freight destined from Eugene, Oregon, to North Platte, Nebraska (on the UP). Other computer data gives the train's horsepower, estimated time of arrival at Ogden, names of engineer and conductor, number of loads and empties, tonnage and length.

ROBERT G. OTTMAN
Editor

ROBERT B. HOPPE
Assistant Editor

EDITORIAL OFFICE
Southern Pacific Building • One Market Plaza
San Francisco, CA 94105 • (415) 362-1212 Ext. 22487

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Over-Regulation Costs All of Us

"Excessive government regulation has encumbered business with a hodgepodge of controls, diluted private property rights, significantly reduced the effectiveness of markets, and seriously limited economic freedoms to the detriment of the national economy."

This problem, Chairman B. F. Biaggini told business leaders attending a recent meeting in Menlo Park, Calif., is one of the most pervasive and costly facing our society today.

Speaking before a conference at SRI International (formerly Stanford Research Institute), Mr. Biaggini offered the following examples of the extent of the problem:

• The *Code of Federal Regulations* now contains 73,000 pages and has been growing by 5,000 pages per year. To list all the regulatory rulings in 1976 alone took 57,027 pages of fine print in the *Federal Register*.

• Government agencies print about 10 billion sheets of report forms a year to be completed by U.S. business; even the smallest businesses must cope with more than 75 different forms.

• The Commission on Federal Paperwork places the cost of government paperwork required of private industry to be between $25 billion and $32 billion a year.

• General Motors recently estimated that it has 25,000 employees who do nothing but work with regulators, and that the cost of regulation amounts to some $600 per new automobile.

• The Secretary of Transportation points out that at least 27 agencies have important roles in the federal regulation of transportation.

• A leading contractor states that 48 separate regulatory steps now add $7,500 to the price of a $50,000 house.

"The bottom line of all this," Mr. Biaggini said, "is that regulation now costs the average American family an estimated $1,200 a year and, according to the Council on Wages and Price Stability, is adding three-fourths of a percentage point to inflation each year."

Referring to railroads, the SP chairman commented, "We in the industry with the longest, most unfortunate experience with regulation have for years been advising our friends in other businesses to learn from our experience and be on guard. Our efforts to be Paul Reveres have not been very fruitful in rallying them to offer more resistance. Nor has business generally realized the ever-present threat to its own operations as it stood by and even encouraged more regulation for transportation, communications and the utilities."

But the time has come, Mr. Biaggini asserted, "when we must strive together for a reversal, across the board, of the present alarming trend to so many independent, single-purpose, uncontrollable regulatory agencies." These agencies, he added, "expand and grow as they set their own rules and make their own law."

In dealing with the problem of over-regulation, he said, business leaders should:

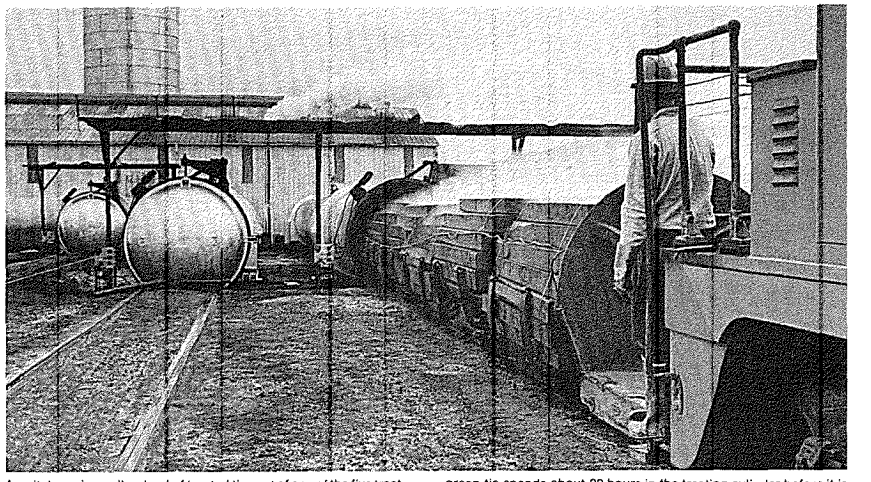
• Work to awaken the public to becoming as interested in de-regulation as it has become in putting a ceiling on government spending.

• Participate to the fullest extent possible in the writing of any new regulations which appear desirable or inevitable, in order to make them as fair as possible.

• Strive to persuade regulators to observe both the letter and the spirit of regulatory law to prevent bureaucratic "misreading" of the intent of Congress.

• See that all employees of their own companies measure up to the highest ethical standards and at all times demonstrate that honest, intelligent, constructive advocacy of the business viewpoint is an essential part of the democratic process.

Urging business leaders to work for less regulation and "more reliance on our established system of law and the free market system," Mr. Biaggini said that "a determined effort to do this is the best investment we can make toward preserving private enterprise and our personal freedoms — both economic and political – which are unbreakably linked together." □



A switch engine pulls a load of treated ties out of one of the five treating cylinders at the Houston Wood Preserving Works. The average green tie spends about 22 hours in the treating cylinder before it is ready for use.

1.6 Million Treated Ties a Year

SP's Wood Preserving Works at Houston is one of the most modern plants of its kind in the country.

Underlying our system lines are some 62 million cross ties — about 3,250 to each mile of main line track and 2,880 per mile in areas of lighter traffic, such as yards and branch lines.

Some of them wear out each year under normal operating conditions and must be replaced. The life expectancy of a creosoted wooden tie (the only kind we use) is about 30 to 35 years.

"This year alone we are replacing about 1.5 million ties and using another 200,000 for new construction," says Harry B. Berkshire, assistant vice president - maintenance of way and engineering. "At approximately $13 each for a treated tie, the cost of the ties will come to more than $22.1 million — a very substantial part of Southern Pacific's maintenance budget."

Most of the ties used on our lines come from the Houston Wood Preserving Works, one of the most modern plants of its kind in the country. (A few are purchased from outside firms.)

Operating at full capacity around-the-clock, seven days a week, the SP plant treats about 1.6 million ties a year. It also produces many specialized items, such as extra large ties for use under switches, bridge timbers, crossing planks and creosoted poles for the Signal Department.

Southern Pacific purchases its green ties through four contractors who obtain them from saw mills in Texas, Louisiana and Arkansas.

"We've worked with these same contractors for many years in order to maintain a reliable source of supply," explains Jordan Coleman, purchasing manager, San Francisco, whose responsibilities include the purchase of wood products for our Company. "This stable relationship, in turn, makes it possible in some cases for the contractors to help finance the small, independent saw mills."

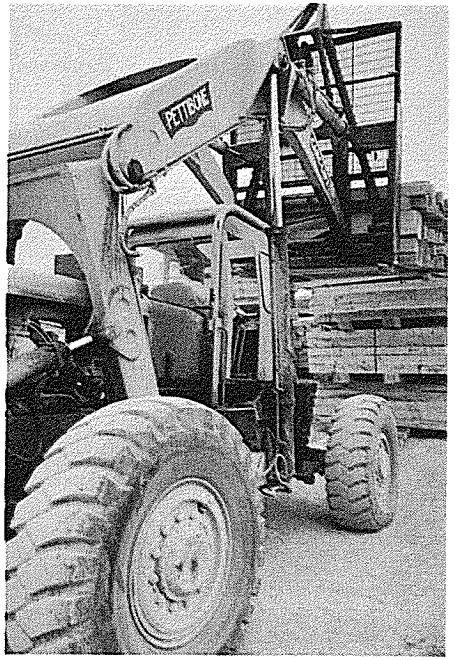
The standard, main line tie is made of gum, oak or one of the other hardwoods, or yellow pine. It measures seven inches by nine inches by nine feet.

At one time it was necessary to air season green ties for 12 to 15 months before they were dry enough to be creosoted. The 35-acre site of the Wood Preserving Works used to be stacked high with a million or more green ties being seasoned.

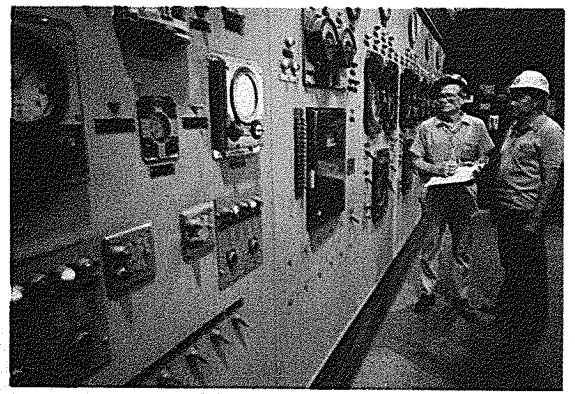
A new process called vapor drying, installed at Houston in 1959, eliminated the need for air seasoning. This process, found at only four or five other wood treating plants in the country, removes more moisture from ties in hours than can be done in months of air seasoning.

"It also eliminates the need for a big inventory," says M.A. (Art) Lane, superintendent of the Wood Preserv-

(Continued on next page)



ABOVE: Carry Lift Operator Jackie Robinson stacks green ties at the Houston Wood Preserving Works. The plant keeps about two months' supply on hand. BELOW: Gathering data on how tie treatment is progressing are M. L. Tullos (left), stationary engineer, and Manuel Palacios, supervisor - treating and power.



ing Works. "These days, we only keep about two months' supply on hand."

Five to ten thousand green ties arrive each day. On arrival they are inspected to make sure they meet Company specifications.

Next, they are end-trimmed and holes are bored in them for spiking. They are loaded aboard tram cars; then a train of these small cars containing 925 green ties is pushed by the plant's switch engine into one of five 145-foot-long treating cylinders.

The vapor drying process takes place first. A mixture of steam and a chemical drying agent (similar to benzine) heated to about 350 degrees Fahrenheit circulates through the cylinder. This vapor condenses on the cold wood giving up heat that raises the wood temperature to above the boiling point of water. This forces the water in the wood (which may account for half or more of the total weight of a 250-pound green tie) to the surface where it evaporates. The water vapor and drying agent are collected in a condensing unit, where they are separated and a portion of the drying agent is reclaimed for later use.

The drying process takes from eight to 13 hours and removes six to 15 pounds of water from each cubic foot of timber. The 925 ties in the cylinder may give up as much as 4,000 gallons of water during the drying process.

The next stage is a hot vacuum period of about two hours, during which more water and solvent are removed from the wood. Then a preservative mixture of creosote and heavy oil is pumped into the cylinder under pressure. The preservative, which prevents fungi and insects from attacking the tie, fills up the wood cells left empty after the removal of the water. This part of the process takes about four hours.

In the course of producing about 140,000 treated ties a month, the plant uses approximately 40,000 gallons of drying agent and 450,000 gallons of the oil-creosote mixture.

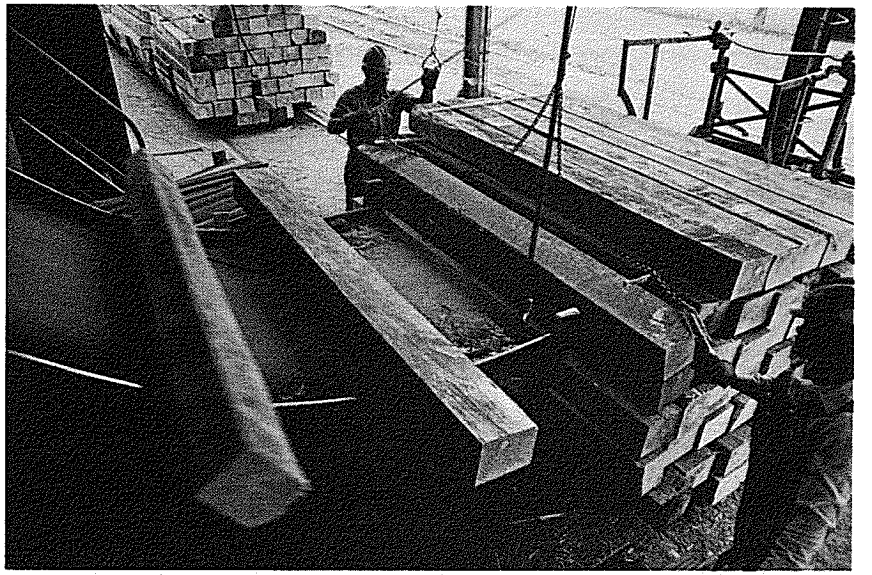
After the ties have been treated, they are banded into bundles of 18 (for convenience in handling by crane) and loaded aboard flatcars for shipment to various roadmasters throughout the system.

The flatcars typically carry revenue loads of forest products from the Pacific Northwest to points in the Midwest and East. We use these cars to transport ties on their return journey to the Northwest for more revenue loads.

The Engineering Department keeps in close touch with the progress of its eight high productivity tie gangs, making sure that each gang has an adequate supply on hand. These gangs can often install 1,000 or more ties a day.

MofW Material Coordinator E. N. Chiantelli, San Francisco, is in daily contact by phone with the Wood Preserving Works, working out delivery schedules. Tie orders are placed so that the plant can produce and ship them to arrive just ahead of actual need.

"This is a carefully coordinated operation from the purchase of green ties — which now cost us about $10 apiece —through the processing we do here to the final delivery of the treated ties to the job site," Lane says. "It has to be. When you consider how many ties we use in a year, even a penny or two difference in cost can run into big money. That's why the whole operation is as efficient as we know how to make it." □



After trimming, green ties are loaded aboard tram cars which go into the treatment cylinders. Woodworking Machinist Helpers Clifton Guillory (left) and Russell Charles handle loading and stacking.

Concrete Ties Ahead?

"Wooden ties have proven their reliability over the years and are substantially less expensive at the present time than concrete ties," says Harry B. Berkshire, assistant vice president — maintenance of way and engineering.

"However," he points out, "the price of the wooden tie and its treatment is increasing rapidly, and we are finding it more and more difficult to obtain green ties in sufficient quantity to meet SP requirements.

"My personal view is that use of concrete ties will greatly increase over the next ten years. Certain advantages have been claimed for them — for example, that they hold track gauge better on high tonnage lines, that trains ride better on them and consequently use less fuel, that fewer are needed per mile of track and that they reduce rail wear on curves. But we don't have sufficient data yet to document these claims. Some design improvements are needed, as well as improved testing techniques.

"For the present, we are closely following the results obtained by other railroads that have installed concrete ties, and we are considering some test installations of our own."

To Prevent Job Loss:

Urgent Need To Clarify Energy Policy Seen

EDITOR'S NOTE: Because about half the Bulletin *readership is in California, we feel justified in offering the following editorial comments. The principles involved, we believe, will be of interest to residents of other states as well.*

California's population in 1975 was 21.1 million people. By 1995 that population is projected to increase to 27.9 million. During that period, the people between the ages of 18 and 65 will increase from 12.8 million to 18.4 million people (+50%).

The vast majority of these people will enter, or attempt to enter, the work force. That means that this state must create new jobs — approximately 300,000 per year, just to keep pace with population growth.

In order to create jobs, you must have energy — to be specific, electrical energy. There is little controversy regarding the need for additional electrical generating capacity. The demand for power for the period in question far exceeds existing capacity. The question is — HOW BIG IS THE GAP AND HOW TO FILL IT?

This was the subject of a recent study by the California Council for Environmental and Economic Balance (CCEEB), a non profit organization representing business, labor and the public at large. Here is a synopsis of their findings.

There are five basic methods for generating electrical energy — nuclear, coal, oil, hydro and the other alternatives (solar, wind, biomass, etc.).

- California's energy alternatives are severely LIMITED. Nuclear expansion is essentially prohibited. Coal use is restricted by stringent and constantly changing air quality regulations. Federal policy may preclude any significant increase in the use of oil (it is a very expensive fuel at any rate, and although continued supply is uncertain, California currently relies on oil for half its electricity). Even the most ardent supporters of solar, fuel cells, biomass, wind, etc., will admit that at this stage in their development, they are *supplements* at best, not *alternatives*. In addition, California's energy from hydro-electric resources are nearly fully developed, and only a little help can be expected from this source.
- If the present state energy policy is maintained, it will lead to disruption of electrical service, significant increases in cost, severe job losses and major adverse economic impacts.
- If energy costs soar and the supply is not reliable, jobs will be lost — not maintained — and certainly, not created.

"The power plant siting process is cumbersome, conflicting, uncoordinated and duplicative, and no new power plant has been sited and constructed in nearly 4 years." During this period, the Energy Commission's staff has grown from a handful to about 600 employees. Some expansion of existing facilities has been allowed, but no new power plant has been approved and sited!

How then, are we to bridge the gap, when legislation halts nuclear expansion; coal use restrictions are in effect due to air quality concerns; and with California now dependent on oil-fired plants for more than half of its electrical-generating capacity? We are extremely vulnerable to any future oil curtailments or price increases.

The CCEEB report concludes by indicating that if the legislative restrictions on nuclear expansion are to remain, Californians must enact legislation to clarify the requirements on siting coal-fired plants and for the creation of an administrative mechanism to cut through the red tape and clear the bureaucratic maze.

California lawmakers and candidates for political office have all been provided with copies of the CCEEB report.* We urge California voters to ask the candidates how they intend to solve this problem, listen to their answers and decide how to vote on California's future.

*The CCEEB report may be obtained by writing to the California Council for Environmental and Economic Balance, 215 Market Street, San Francisco, CA. 94105. □



Supervisors' Council Elects Peters

Lou Peters (right), assistant to manager of Contract Department, is chairman of the San Francisco Bay Area Office Supervisors' Council for 1978-79. Dick Futrell, contract administrator-law and past chairman of the organization, presents Peters with the gavel. The group holds monthly meetings with top officers as featured speakers.

Oscar Ingels, 90, who retired in 1955 as manager of public relations for the Pacific Lines, died recently at San Francisco. He had 27 years of SP service.

Darrel Shelton's Job: To Bring in Business for PMT



When Darrell Shelton says he can do the job, you never doubt it in the least. This friendly, out-going traffic representative for Pacific Motor Trucking in Portland has been earning the trust of shippers in his territory for the past two years. His sensitivity to his customer's needs, coupled with PMT's dependable performance, are two important factors in his success.

Darrell Shelton gets into the office about 7:30 each morning. He spends an hour or so catching up on the paper work that accumulates daily. Then, as though his windowless office were a constant reminder that he must get out of the office to sell, Darrell heads for his first appointment of the day and the challenge of developing more business for PMT in his territory.

Darrell is one of seven traffic representatives in PMT's Northwest District and one of four who services the Portland area. His territory is the southeast section of Portland — an area dominated by small shippers and a few large warehouse distributors who literally handle everything from soup to nuts — even animal skeletons for high school and college level biology classes.

The challenge of his job, as the nine-year PMT veteran points out, is obvious. "Thirty-three truck carriers serve Portland. Seven, including PMT, have authority to provide direct service to Texas, for instance. My major responsibility is to keep in contact with businesses — to let them know PMT's capabilities and how we can best meet their needs."

Although the competition for business is keen, Darrell believes that PMT has an edge. "We have been in Portland for more than 34 years and have earned an excellent reputation with our service. We're also able to accommodate the customer who may have large, seasonal shipments and can rely on SP's piggyback services to help during these surges.

In his two years as a traffic representative, Darrel has steadily developed business within his territory. Since 1976 he has increased revenues by 76% while the number of shipments on a yearly basis has grown by more than 6,000. Darrell's projected sales for 1978 will be $700,000 higher than when he first began. Already he is $78,000 ahead of his projected goal for the year.

Working from a "solid foundation," Darrell's term for his dependable, bread-and-butter accounts, he has gone out looking for up-and-coming businesses. It is these accounts, with their small and often unpredictable shipping requirements, which he hopes will develop into larger, steadier business in the near future. Quite a few have done just that.

For instance, Darrell found a sporting goods distributor "right on my doorstep. Initially PMT averaged about $100 a month from them. But the company's sales, and consequently its business with PMT, began to grow and have continued to grow. This year the account will generate $50,000 worth of business for PMT."

In addition to seeking out new business, Darrell knows the importance of maintaining the high quality service that his accounts have come to expect.

"PMT's service is a joint effort. I'm the initial contact with the customer and make the first impression. But the Company is judged continually. From the courteous, friendly dispatcher who answers a customer's telephone call, to a driver who treats the shipper's goods as though they were his very own. These things determine our service and the customer's impression of PMT."

Currently Darrell is focusing his attention on developing long-haul shipments from the growing Portland area into the southwest and southeast parts of the U.S. This has involved conducting an extensive, two-month survey of all the shippers in his territory. Tangible results may be right around the corner, or months away. That's one of the frustrations of his job.

"But what really pleases me," he quickly adds, "is when a new account tells me 'I don't know why we didn't use PMT a long time ago.' Something like that makes my day." □

Entering Ogden, Leaving Ogden

Run-through trains don't linger at SP's important gateway terminal in Utah.

With the driving of the golden spike at Promontory, Utah more than 100 years ago, Ogden became a key point on America's first transcontinental railroad. Time has not altered the importance of this historic interchange point.

Each month, an average of 47,000 freight cars and more than one million tons of freight move through Ogden — one of SP's busiest gateway terminals. Major commodities include piggyback traffic, auto parts, automobiles, grain, soda ash, l.p. gas, coil steel and household appliances.

Upwards of 12 run-through trains go through this important terminal where three railroads — Southern Pacific, Union Pacific and the Denver & Rio Grande — meet and exchange freight traffic for further movement over their respective routes.

To achieve the smooth, efficient flow of traffic through this terminal requires a good deal of cooperation and coordination among the three companies.

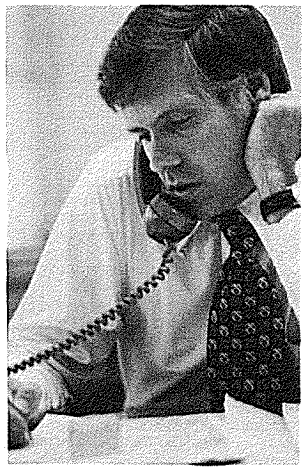
"This terminal works well because of the people," explains W. B. Eckardt, assistant terminal superintendent. "I consider that very impressive when you have employees from three companies involved in one operation. The cooperation among the three railroads is exceptional."

Within SP's yard office, where most of the activity centers, a clerk receives documentation by computer of trains coming from UP or D&RG six to 12 hours in advance. And as time elapses, more people become involved with the train — ranging from the crew dispatcher to the yardmasters, roundhouse foreman, and all the personnel needed to service power for the train. Information is continually updated and corrected. Power requirements are anticipated. Crews are called.

Finally, the train arrives. Power may be taken out, added, or allowed to run through and may require fueling or servicing. Carmen inspect the train and make necessary repairs. An air test is conducted. The train departs.

A good time for this interchange takes only 45 minutes. And when it's over, work is well underway for the next arriving train.

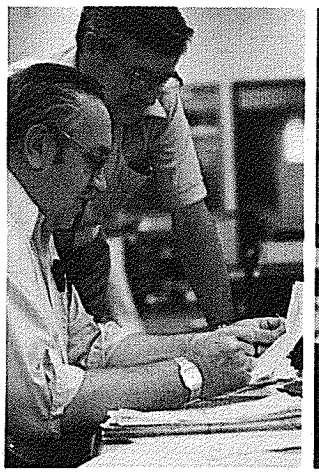
It's all in a day's work for the employees at Ogden who contribute to the efficient service for these trains. Some of these people are pictured below.□



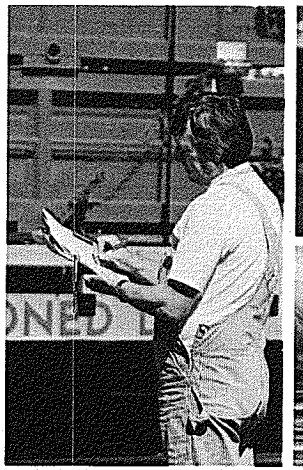
Brent Eckardt, assistant terminal superintendent, helps keep the operation running smoothly.



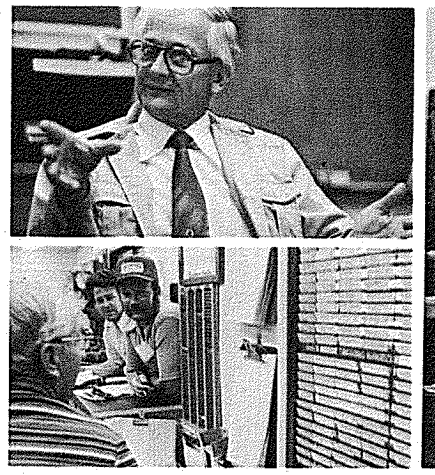
Harold Scott, relief wire chief, is the first to get information on trains arriving from the West.



SP Chief Clerk Glen Hales (left) and UP Chief Clerk Gene Brann check the consist list of a run-through train.



Yard Clerk Wayne Hudgens verifies the consist list with a visual check of a run-through train.



TOP: Ray Swift, yard office supervisor, is the computer "wizard" in this operation. ABOVE: Crew Dispatcher Cy Stanger (left) talks to Conductor Jay Jones (right) and Head Brakeman Ralph Reiche prior to their departure on a Roseville-bound train.



Train Clerks Nedra Covey (foreground), Mariann Mann and Nola Edson (background) update waybill information that is already entered on the TOPS computer system.

AROUND the SYSTEM



Weber



Davis

Weber To Aid State Rail Planning Agencies

William S. Weber, former executive secretary of the California State Transportation Board, has been appointed executive assistant in the Office of Special Projects for Southern Pacific at San Francisco.

Weber, 47, will coordinate state rail planning activities for SP.

A recent federal law requires each state to prepare a rail plan before it can receive federal funds for railroad projects or improvements. Weber will work with state planning agencies to provide them with information they may need about SP in preparation of their plans.

Gov. Ronald Reagan appointed Weber executive secretary of the transportation board in 1973, a post he held until recently. In 1971 he was appointed chief of the state Office of Transportation Planning and Research. Prior to his state service, Weber was a management consultant for a New York consulting firm.

Between 1954-1966, he worked for Southern Pacific in various capacities including trainmaster and supervisor in TOPS, SP's computer system.

Retired Engineer Has Kind Words for SP

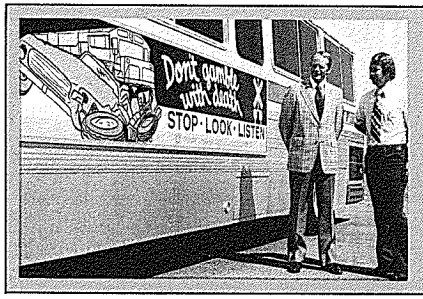
John E. Davis, who retired recently as a locomotive engineer at Salem, Oregon, expressed feelings that are shared by many SP people when he wrote the following "thank you" note to Southern Pacific:

"I want to thank the Company for making it possible for me to have had a most rewarding 41-year career. How does one thank a huge corporation? One thanks the stockholders for their support of the Company's operations. One thanks the management for providing an efficient and safe place to carry out one's daily tasks, and one thanks the employees and management alike for their friendliness and cooperation in making a lifetime of happy memories and accomplishments.

"I can say without reservation that I am proud to have had a part in the service the Company performs for the community, and grateful for the opportunity to have been of service to our customers."

Davis' family connections with the Company go back to a brother of his great-grandfather, who was a land purchasing agent for the Central Pacific Railroad. Davis' son works as a computer operator for the Union Pacific.

An active Mason, Davis has served as master of his lodge and worthy patron of his chapter of the Eastern Star.



Tucson's Lifesaving Sign

Checking out the new "Operation Lifesaver" signs that have been put on the sides of city buses in Tucson are Arnold Bays, SP's Tucson Division superintendent, left, and Durand Rall, assistant general manager of SunTran, Tucson's municipal bus service. The signs, which read, "Don't Gamble with Death," were hand-painted by SunTran employees, who patterned them after posters used in Arizona's "Operation Lifesaver" program.

SP Offers Sale-Donation Of SD&AE

Southern Pacific has signed a "memorandum of intent" for a sale-donation of most of the San Diego & Arizona Eastern Railway to the Metropolitan Transit Development Board (MTDB) of San Diego.

The agreement, which is subject to final approval by SP and several government agencies, would convey the bulk of the storm-damaged SP subsidiary to the MTDB in a rebuilt condition for $18.1 million.

For that price, SP agreed to sell virtually all of the SD&AE's operating property and other assets between San Diego and Plaster City.

Since SP estimates the value of the SD&AE at not less than $80 million, it is making a donation to the MTDB of the difference between the value figure and the price.

Part of the $18.1 million would reimburse SP for proposed repairs to the line's Coronado Branch and restoration of the SD&AE's twisting mountain trackage east of San Diego to its condition before a hurricane destroyed it in 1976.

SP will grant SD&AE bridge trackage rights from Plaster City to El Centro and Calexico, and asked that the SD&AE's new operator preserve its existing labor force as much as possible.

Under the MTDB's plan, a commuter trolley system could be operated on the SD&AE's line from San Diego to the Mexican border at San Ysidro. Freight service along the entire line would be provided under the management of a short-line railroad operator to be chosen by the transit agency.

The proposed transfer of the SD&AE to the MTDB would culminate a chain of events that began on September 10, 1976 when Hurricane Kathleen destroyed much of the railroad's track and facilities along a 70-mile stretch between the Mexican border and Plaster City.



Bill Schwartzwalter (right) who originated the idea for a specially-equipped unit to speed the job of raising and lowering "hitches" on piggyback cars confers with Armand Giovanelli, who helped develop the idea into a practical reality. A portion of the unit is shown in the background.

Bright Idea Speeds Up Operation

A bright idea conceived and developed by SP people is helping to speed our terminal operations.

Bill Schwartzwalter, manager, intermodal services, Oakland, had a thought that an unused piece of equipment known as a Vert-A-Pac loader might be converted so that it could be used to speed the job of raising and lowering "hitches" on TOFC/COFC rail cars that carry trailers and containers.

He got together with Armand Giovanelli, research supervisor in SP's Technical Research and Development Department and, with the aid of John Beckham and Joe Grulich of the PMT shop at Oakland, developed a unit that carries its own generator to supply the power for an electric crank that can raise and lower screw-type hitches in record time. The unit also has a boom which is used to drop automatic hitches and grab hooks to raise them.

The first of these specially-equipped units immediately proved its effectiveness by saving many hours of time at our busy Oakland Intermodal Center. Another is now in service at Mission Bay Yard, San Francisco, and three more are planned for other SP terminals.

PEOPLE



Hard Work, Not Luck, Produces These Champions

Linda Johnson, a senior file clerk in the Cotton Belt's General Traffic Office in St. Louis, proudly shows off two of her four prized Alaskan Malamute dogs. Big Boy, shown at the right, and Bear have consistently captured the top two places in numerous American Kennel Club sanctioned events across the country.

Big Boy has captured the most important trophies and awards including "Best of Breed" honors in the coveted Mississippi Valley Kennel Club event held at Washington University in St. Louis. He also placed first in the working group — a category of dogs bred for their usefulness as work animals. This group includes such breeds as Great Danes and German Shepherds.

There are no tricks to winning, just hard work and patience, explains Linda who began showing her dogs three years ago. Now she attends an average of two shows a month.

"I spend at least three hours thoroughly grooming one dog for a show," she says, "but I love every minute of it."

Her reward has been a voluminous collection of trophies and ribbons won by her family of champions.

—Joe Torres

Water, Water, Everywhere: A Sailor's Delight

If Daryl Spiker were to have a bumper sticker on his car, it would have to read "I'd Rather Be Sailing."

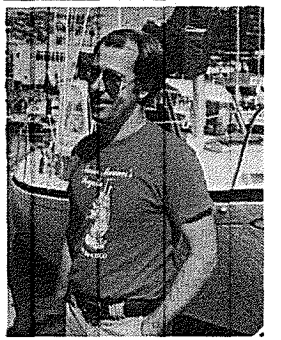
Although he may dream of commanding an oil tanker or cruiser on San Francisco Bay, Daryl is content to be the proud owner of a 27-foot sailboat named "Sounder" which he and his wife Sharon sail every chance they get. "I don't know anything else which gives a person so much freedom or relaxation," he says.

It was this strong feeling for sailing and the marine industry in general, coupled with his skills in business administration that prompted Daryl to chair the Marine Committee and the Master Mariner's Regatta for the San Francisco Junior Chamber of Commerce this year.

Daryl worked with the Marine Committee last year, thereby getting acclimated to the set-up and plan of action called for by the regatta which attracted 84 entrants this year. To enter, boats must have wooden hulls and be greater than 25 feet in length at the waterline.

"I knew from my experience on the committee that I wanted to coordinate the regatta," Daryl explains. "I wanted it to be well-organized, exciting and fun for everyone involved. I think I accomplished that. It was successful both financially and in terms of participation."

Coordinating this annual event, which was first held in 1863, is a major task. Specially designed T-shirts are sold to promote the event and raise funds. A special luncheon, as well as an awards banquet for 180 people, must be arranged. Entertainment, trophies and door prizes compliment the festivities. Under Daryl's skillful direction, his hard-working committee produced this year's top-notch regatta.



Daryl's energy and flair for following through are also evident in his job as a buyer in SP's Purchases and Materials Department in San Francisco. For the past two years, he has been involved in ordering and maintaining the fleet of Company vehicles—some 2,500 of them—as well as purchasing MofW equipment.

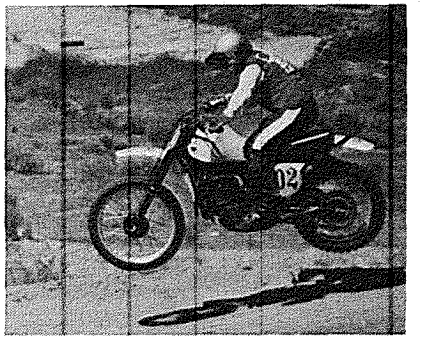
Working with suppliers, soliciting and evaluating bids, placing orders and following through to delivery can be hectic work at times, Daryl admits. But it can also be challenging.

"Getting the right product at the best price is what I like about my job," he says. "I also like the fact that I'm working with lots of people most of the time."

—Ellen LeRoe

Don't Keep Secrets

If someone you know at work is an energetic volunteer, actively participates in community affairs, or pursues an interesting avocation, let us know. And please don't be shy about calling attention to your own accomplishments. Send a few details to *Southern Pacific Bulletin,* One Market Plaza, San Francisco, CA 94105.



Motocross: An Exciting Sport That Has Riders Going in Circles

Twice a month, DeWayne Smith and his 250MX Yamaha motocross bike battle time in the Southern California desert. It's man and machine pitted against a two-and-a-half mile dirt course for twenty minutes. The object is to complete as many laps as possible.

The sport is motocross racing — one of the dirtiest, most physically exhausting, yet exciting, sports around.

"The motorcycles are lightweight — mostly engine and frame," DeWayne explains. "They are stripped of some safety equipment, such as headlights, and cannot be operated on public highways. These tough, powerful machines race over circuitious, dirt courses at speeds from 10 to 50 mph."

DeWayne, assistant district sales manager for SP at City of Industry, has been a motorcycle enthusiast for many years. About five years ago he developed a liking for dirt bikes. Last year, he and an equally enthusiastic neighbor joined the "Over-The-Hill Gang," a motocross club in the San Fernando Valley for riders who are over 30 years old.

DeWayne has won several trophies. Most recently he captured first place in the 50-minute, 10-mile-long First Annual Dunestown California Racing Club Grand Prix.

During the races, competition is keen. However, as DeWayne points out, safety is paramount. "We're not out there to kill ourselves. We'll change a course, right in the middle of a race, if accidents start to occur."

Helmets, gloves and goggles are mandatory equipment for a race. Most riders also wear knee-high motorcycle boots and other special clothing to protect against injuries.

"After a race, I'm exhausted and usually caked with mud from head to toe," DeWayne says. "But what a feeling! Motocross racing is quite an experience." □

Centennial Congratulations

Chairman B. F. Biaggini wrote the following letter to retired Road Foreman of Engines Willard G. Fifield of Lucerne, Calif., to congratulate him on his 100th birthday:

Dear Mr. Fifield:

I understand that you are approaching a most unusual "personal centennial," and as you reach this 100th birthday on October 24 I want to extend to you our official greetings and congratulations, and my personal best wishes for your continued peace and happiness.

Your long and faithful career with Southern Pacific — extending from August 15, 1899 to July 31, 1945 and climaxed by your service as road foreman of engines through the exceptional challenges of World War II — was noteworthy enough in itself and deserves the appreciation of those of us who carry on the work. That your years of retirement have extended to 33, while you remained alert and in reasonable health, makes you a very exceptional member of our Southern Pacific Family, and one for whom we take great pleasure in wishing much contentment, satisfaction and good memories.

As your family and close friends gather around for the small party I understand will celebrate this remarkable milestone of yours, I trust that it will be a very happy occasion for you as well as for your son Herb,* whom we also remember for his long service with the Company.

Sincerely,

/s/ B. F. Biaggini

*H. D. Fifield retired in 1971 as manager of the Contract Department, San Francisco, with 45 years of SP service.

Wise Owl Club

Accepted for membership in the *Wise Owl Club* because they prevented serious injury to themselves by wearing proper eye protection equipment were:

Tucson Division: **A. Chapa,** ballast regulator operator; **A. A. Ayala,** welder helper; **K. E. Mosley, R. D. Morse** and **J. Ontiveros,** all laborers; **M. Uriarte,** tie adzer operator. San Antonio Division: **M. V. Fraga,** track laborer. Los Angeles Division: **K. P. Sullivan,** freight carman. Oregon Division: **L. L. Anderson,** welder; **J. C. Anderson,** signal maintainer. Cotton Belt: **C. A. Greenlee** and **A. E. Daniels,** both electricians.



Swimming Champ

Michelle Sprague, 14-year-old daughter of Bill Clerk Dorine Sprague in Houston, swam her way to three gold and two silver medals at the Texas State Meet for the Special Olympics, a competition for mentally retarded citizens. Although Michelle has been swimming since she was six years old, this is her first year of competition.

Bulletin Board

L. H. Lindner, electrician, San Antonio, has been presented with the Silver Beaver, highest honor that can be awarded by a local Boy Scout Council, for his 12 years of leadership in that organization. He is the father of three Eagle Scouts.

Neil M. Kuehner, traffic representative, Cotton Belt, St. Louis, recently received the "Salesman of the Year" award from the St. Louis Chapter of the Royal Order of Night Riders, an organization composed of carrier and industrial traffic and transportation people.

Maxine Bryce, steno, District Sales Office, San Francisco, was recently presented with a silver medal by the Pacific Coast Numismatic Society in recognition of her "years of service to the society and to numismatics (coin collecting)." She has served PCNS as secretary since 1964 and since 1972 she has been editor of the society's newsletter.

APPOINTMENTS

COMMUNICATIONS DEPARTMENT: At San Francisco: K. E. Luhcs *to communications engineer-microwave;* S. K. Lui *to communications engineer-multiplex;* at Elko: W. L. Bramble *to microwave supervisor.*

ENGINEERING DEPARTMENT: At San Francisco: M. J. Karlovic *to engineer of standards;* R. B. Mahon *to engineer, track;* D. I. O'Callaghan *to production engineer;* Richard H. Knarr *to public projects engineer;* at Oakland: J. T. Hall, Jr. *to division engineer, Western Division;* Eugene W. Buckles *to engineer, equipment;* Oscar Bickerton *to work equipment manager;* Freddie A. Lange *to general supervisor of track equipment;* at Los Angeles: Kent V. Gale *to public projects engineer;* at Palmdale: J. A. Rugg *to project engineer.*

EXECUTIVE DEPARTMENT: at San Francisco: W. S. Weber *to executive assistant, Office of Special Projects.*

LAW DEPARTMENT: At San Fancisco: Richard S. Kopf *to general attorney;* Michael A. Smith and Louis P. Warchut *to assistant general attorneys;* Richard I. Lundblade and Richard L. Gunn *to senior tax agents;* at Sacramento: William H. Pohle, Jr. *to general attorney;* at Los Angeles; Robert G. Cunningham and David Kyle *to assistant general attorneys.*

MECHANICAL DEPARTMENT: At San Francisco: R. H. Cauley *to manager-administrative services.*

OPERATING DEPARTMENT: At San Francisco: D. L. Lezer *to coordinator-miscellaneous services;* A. M. Herceg *to safety officer-administration;* at Oakland: G. W. Montgomery *to safety officer;* at West Colton: M. Hansen *to assistant trainmaster.*

TRAFFIC DEPARTMENT: At San Francisco: F. Wascoe *to manager, special programs.*

SP COMMUNICATIONS COMPANY: At Los Angeles: John G. Henson *to division plant manager.*

RETIREMENTS

GENERAL OFFICE, SAN FRANCISCO: L. S. Bergstrom, *sales representative;* L. M. Chrisman, *AAR clerk;* H. H. Clausen, *secretary;* B. E. Cole, *manager-industrial engineering;* N. L. Deming, *claim code clerk;* M. N. Duke, *head steno;* D. L. Elnapahr, *rate clerk;* D. J. Kirby, *senior auditor;* E. Martin, *assistant head file clerk;* F. Oliver, *calculating machine operator;* C. S. Ramirez, *senior bookkeeper;* H. E. Scrivani, *accounting clerk;* M. J. Valentine, *timekeeper;* J. J. Zara, *janitor.*

GENERAL OFFICE, HOUSTON: Malvin Gaffney, Sr., *business car chef;* A. C. Palmer, *freight claim agent;* R. M. Paul, *B&B supervisor;* B. F. Straughan, *superintendent-DP&LS.*

HOUSTON DIVISION AND REPAIR PLANTS: W. E. Adams, *car inspector;* L. H. Barrett, *yard helper;* J. D. Bisson, *electrician;* A. A. Cavada, *machinist;* W. Clark, *laborer;* W. M. Edwards, *locomotive engineer;* G. B. Harris and W. B. Huyl, *conductors;* P. W. Hensley, *machinist;* M. S. Hernandez, *welder;* A. O. Kilgore, *car shed foreman;* E. Knighten, *assistant extra gang foreman;* P. W. Kologinczak, *crane operator;* W. A. McLeod, *yard helper;* L. J. Peavy, *carman;* J. B. Pettit, *boilermaker;* F. C. Purvis, *welder;* L. Stewart, *machinist;* K. A. Wallace, *general clerk;* H. L. Williams, *car inspector.*

LAFAYETTE DIVISION: E. L. Cotton, *engine foreman;* M. P. Gautreaux, *yard helper;* H. C. Frilloux and H. J. Rabalais, *locomotive engineers.*

LOS ANGELES DIVISION AND REPAIR PLANTS: S. O. Arellano, *extra gang foreman;* A. J. Barden, *engine foreman;* R. B. Bellamy, *locomotive engineer;* C. C. Brasket, *chief clerk;* A. R. Burk, *welder;* E. C. Carone, *senior clerk;* J. J. Catchings, *industrial clerk;* N. T. Collette, *welder;* O. W. Collins, *engine foreman,* F. G. Daley, *sheetmetal worker;* E. E. Dennison, *machinist;* A. F. Desiglo, *compressor operator;* J. Dunn, *tractor bulldozer operator;* L. R. Dunn, *locomotive engineer;* R. L. Eblen, *brakeman;* E. S. Ellenberger, *chief crew dispatcher;* C. S. Estrada, *machinist;* H. B. Flores, *cashier;* W. Galvin, *conductor;* O. L. Gist, *B&B foreman;* V. E. Gray, *shovel engineer;* L. C. Grigga, *yard helper;* L. W. Harris, *laborer;* L. Implom, *conductor;* L. E. Johnson, *locomotive engineer;* M. L. Kuratich, *telegrapher clerk;* H. E. Ladnier and C. W. Lawhon, *yard helpers;* G. R. Lamphear, A. L. May and W. E. McKim, *locomotive engineers;* R. W. Marden, *train clerk;* F. G. Mayzek, *fireman;* C. J. McClellan, *yard helper;* E. K. Menquito, *janitor;* M. M. Minge, *signal foreman;* C. E. Murphy, *conductor;* J. T. Oakes, *car service clerk;* J. P. Ortmann, *draftsman;* R. C. Paulson, *train dispatcher;* W. C. Pettijohn, *locomotive engineer;* J. A. Pritchard and W. G. Ramage, *conductors;* C. Rodriquez, *carman;* A. T. Saplenza, *district inspector air conditioning and car lighting;* J. B. Stallworth, *supervisor of training;* W. A. Stubblefield, *car inspector;* J. W. Sullivan and E. C. Tubb, *locomotive engineers;* F. D. Vallicella, *boilermaker;* J. W. Walden and G. D. Weece, *locomotive engineers;* H. L. Walters, *hostler;* D. Weynewsky, *TFC clerk;* J. White, *water service mechanic;* D. J. Willman, *yard helper;* J. W. Woodworth, *agent;* E. H. Woodside, *head file clerk;* W. E. Wollenberg and H. Zander, *conductors;* D. V. Zampelli, *welder.*

OREGON DIVISION: G. C. Armistead, *telephone operator;* V. V. Astle, *car foreman;* W. L. Beasley, *track foreman;* F. E. Bonneau, *carman;* C. L. Britten, *locomotive engineer;* M. V. Bush, *travelling motor car mechanic;* H. L. Chase, *head demurrage clerk;* J. E. Davis, *locomotive engineer;* C. Dickerson, *boilermaker;* J. A. Drake, *yard clerk;* H. C. Ernst, *yard helper;* D. M. Gatlin, *machinist;* A. B. Gibson, *conductor;* D. H. Gossett, *train clerk;* R. L. Hickey, *traveling motor car mechanic;* A. C. Hooker, *cashier;* W. L. Hughes, *tractor bulldozer operator;* J. A. Hurd, *conductor;* E. M. Jensen, *conductor;* E. M. Ketzer, *locomotive engineer;* C. R. Kolibabe, *car inspector;* L. L. Landstrom, *machinist;* E. T. Langland and J. R. Loney, *conductors;* N. C. Mellott, *agent telegrapher;* V. L. Osborne, *locomotive engineer;* L. J. Roman, *conductor;* W. V. Romane, *machinist helper;* W. Sedar, *laborer;* M. F. Sickinger and E. H. Wakeman, *conductors;* H. M. Williamson, *zone collection clerk;* G. E. Woodland, *car inspector.*

SACRAMENTO DIVISION AND REPAIR PLANTS: E. R. Amaya, *laborer;* H. C. Bain, *carman;* R. C. Brierley, *electrician;* L. Briggs, *conductor;* W. F. Burroughs, *extra gang foreman;* S. L. Byrd, *mechanical technician;* V. V. Chavez, *power wrench operator;* J. B. Christensen, V. S. Church and L. Clark, *conductors;* E. H. Cronan, *welder* D. S. Dakin, *crew dispatcher;* R. A. Daniels, *head bill clerk;* J. H. Dumas, *engine foreman;* C. A. Eckhoff, *locomotive engineer;* V. H. Ferguson, *yard helper;* J. R. Fitzgerald, *schedule clerk;* E. M. Garcia, *tie remover operator;* F. J. Garibaldi, *machinist helper;* R. J. Gonsalves, *car foreman;* E. L. Gorostiza, *laborer;* L. M. Goudie, *clerk;* C. Hernandez, *motor truck operator;* E. A. Hilbert, *powder man;* T. Jaramillo, *pipefitter;* B. J. Jones and L. G. Linford, *conductors;* C. L. Larson, *locomotive engineer;* W. G. Lopas, *car foreman;* D. C. Mathews and A. R. Morales, *car inspectors;* W. J. McNeil and T. D. Morillas, *conductors;* J. F. Mobley, *carpenter;* A. M. Murphy, *lift truck operator;* T. Mustra, *yard helper;* A. C. Orr, *signal clerk;* R. Otwell, *senior chemist;* O. L. Patillo, *machinist foreman;* W. E. Peer, *yard clerk;* M. H. Perez, *carman;* J. E. Perkins, *locomotive engineer;* L. D. Peterson, *claim inspector;* J. Ramirez, *fork lift operator;* R. E. Reed, *locomotive engineer;* D. L. Roberts, *water service mechanic;* C. E. Ruby, *machinist;* Q. A. Schluter, *electrician;* O. W. Shupe, *welder;* L. W. Simpson and G. R. Steinreich, *machinists;* E. I. Tausch, *engine foreman;* E. L. Thomas, *train clerk;* J. M. Teujimoto and A. Vanlimburg, *electricians;* D. P. Vance, *assistant district sales manager;* C. B. Vanderdoes and A. B. Venegas, *carmen;* A. V. Vaquero, *laborer.*

SAN ANTONIO DIVISION: R. V. Allred, *conductor;* G. M. Berry, *train attendant;* D. J. Boyd, *telegrapher clerk;* J. Brown, *laborer;* W. N. Billings and R. A. Coleman, *locomotive engineers;* W. A. Carrillo and L. C. Farmer, *conductors;* A. M. Fonseca, *gang leader;* L. R. Hunsucker and W. S. Kuhn, *brakeman;* W. V. Kuhn, *conductor;* G. W. Kyle and A. L. Lewis, *locomotive engineers;* A. D. Langley, *welder;* C. H. Lauderdale, *telegrapher clerk;* R. L. Leslie, *IBM line clerk;* R. L. Raske, *crew clerk;* G. E. Richardson, *engine foreman;* V. Salter, *laborer;* N. Sandoval, *caboose supplyman;* H. O. Saxon, *brakeman;* L. A. Simmons and L. and L. E. Snodgrass, *locomotive engineers;* J. W. Slaughter and H. L. Tanner, *conductors;* M. Upson, *porter;* V. A. Willis and C. J. Worswick, *conductors;* S. J. Wren, *locomotive engineer.*

TUCSON DIVISION: R. E. Aguirre, *pilman;* M. D. Bingham, *conductor;* G. S. Coleman, *locomotive engineer;* J. Cordova, *machine operator;* W. T. Elliot, *carman;* C. L. Freng, *chief rate clerk;* M. R. Galloway, *conductor;* L. A. Gonzales, *laborer;* S. Gonzalez, *laborer driver;* M. K. Green, *locomotive engineer;* G. S. Grijalva, *tractor bulldozer operator;* R. E. Johnson, *cashier;* A. R. Lazaria, *machine operator;* G. A. Ludwig, *blacksmith;* J. C. McDaniel, *material clerk;* F. L. Newman, *assistant supervisor A&WE;* D. H. Nelson, *car foreman;* S. C. Nelson, *engine foreman;* J. A. Newman, *secretary;* J. A. Olivas, *laborer;* H. R. Payne, *locomotive engineer;* L. A. Quino, *trainmaster's clerk;* R. Randles, *conductor;* L. J. Raymond, *extra gang foreman;* C. J. Sullivan, *public projects engineer.*

WESTERN DIVISION: E. V. Anderson, *yard helper;* T. P. Banuelos, *extra gang foreman;* E. J. Block, *locomotive engineer;* C. M. Bussey, *train clerk;* D. A. Conroy, *hostler;* O. Cranshaw, *laborer;* J. B. Dixon, *lead paver;* R. M. Dowaling, *machinist;* V. R. Erqulaga, *engineer-Equipment;* L. T. Fouche, *shop clerk;* E. J. Garrity, *car inspector;* F. L. Hanson, *carpenter;* J. Harrison, *brakeman;* B. S. Hedgpeth, *yard helper;* G. R. Herbold, *brakeman;* J. B. Ikola, *machinist;* B. Jackson, *coach cleaner;* W. I. Jilbert, *yardmaster;* J. M. Jiminez, *machinist helper;* K. W. Johnson, *locomotive engineer;* C. Kana, *conductor;* W. A. Lantz, *locomotive engineer;* M. E. Massey, *crew dispatcher;* K. McCann, *ticket clerk;* M. C. McCarty, *claim clerk;* A. V. Nejako, *coach cleaner;* W. E. Notz, *locomotive engineer;* L. E. Quick, *yard helper;* J. P. Rangel, *switch cleaner;* E. H. Rodell and K. Starback, *conductors;* A. L. Schrader, *machinist;* A. P. Vargas, *motor car mechanic;* A. F. Vasconsellos, *painter;* E. R. Wetterstrom, *conductor;* R. W. Woodward, *clerk;* M. J. Ybarra, *extra gang foreman;* R. D. Young, *electrician.*

PACIFIC MOTOR TRUCKING COMPANY: E. E. Beeson, *dispatcher,* Los Angeles; J. J. Hurlbutt, *foreman,* Los Angeles; E. C. Robiyer, *superintendent,* Oakland; L. T. Toneys, *supervisor of line operations,* Los Angeles; L. E. Towns, *dispatcher,* Redding; T. J. West, *payroll supervisor,* Burlingame.

OTHERS: A. R. Simmons, *district sales manager,* Chicago; R. W. Gums, *telegrapher clerk, NWP.*

COTTON BELT: T. W. Amason, *conductor;* H. Campbell, *train attendant;* D. J. Davis, *locomotive engineer;* T. F. Faires, *brakeman;* L. E. Ferguson, *extra gang foreman;* F. N. Graham and J. D. Hendrix, *locomotive engineers;* F. H. Hollabaugh, *general clerk;* H. E. Kalkbrenner, *blacksmith welder;* Norvall E. Knepper, *district traffic representative.* Jonesboro, Ark.; R. B. Miller, *locomotive engineer;* C. V. Murphy, *conductor;* F. A. Nickells, *fireman;* H. C. Pearson, *brakeman;* S. M. Rigsby, *locomotive engineer;* L. C. Rowland, *MofW clerk;* N. R. Schoenmann, *conductor;* J. T. Sinclair, *machinist;* J. E. Taylor, *yardmaster;* M. N. Vanlandingham, *chief clerk;* R. L. Wise, *extra gang laborer.*

DEATHS

DALLAS DIVISION: Pensioners: H. W. Stallings, *clerk;* J. D. Tingle, *travelling freight and passenger agent.*

GENERAL OFFICE, SAN FRANCISCO: Pensioners: A. W. Brooks, *matron;* E. M. Hannibal and P. Hardy, *clerks;* E. B. Hundert, *senior investigator;* D. Ingels, *manager-Public Relations;* T. E. Jackson, *general B&B supervisor,* I. H. Lovell, *clerk;* D. E. Murphy, *investigator;* B. A. Pell, *general clerk;* J. N. Sherbourne, *assistant general manager-TFC Service;* H. R. Svihus, *supervisor-Personnel.*

HOUSTON DIVISION AND REPAIR PLANTS: M. Garza, *laborer-driver;* G. Lockett, *carman;* W. W. Mitchell, *engine foreman.* Pensioners: J. C. Banks, *clerk;* P. Jeanes, *stenographer;* R. E. Jeanes, *special assistant-Administration;* A. G. Rodriguez, *stationary engineer;* W. B. Sims, *carman helper;* L. F. Walzem, *apprentice instructor;* C. R. Yarbrough, *machinist.*

LAFAYETTE DIVISION: Pensioners: E. J. Breaux, *machinist;* T. L. Dalley, *accountant;* C. Delhomme, *brakeman;* A. J. Dugas, *car inspector;* A. L. Gonzales, *clerk;* V. E. Hankins, *accountant;* E. Landry, *B&B foreman;* S. LeBato, *laborer;* F. E. Nichols, *trainmaster;* W. J. Peres, *cashier;* A. L. Thibodeaux, *clerk.*

LOS ANGELES DIVISION AND REPAIR PLANTS: R. H. Asmus, *junior engineer;* D. L. Carver, *hostler;* E. M. Davis, *signal maintainer;* W. H. Hofmeier, *chief clerk;* E. V. Medellin, *truck driver;* W. E. Thompson, *janitor.* Pensioners: H. N. Bennett, *locomotive engineer;* T. E. Campbell, *car inspector;* W. Culley, *motorman;* J. M. Connors, *chief clerk;* G. R. Cooper, *car inspector;* L. J. Crivelli, *cook;* A. B. Cruz, *machinist helper;* R. L. Ellison, *operator;* O. H. Gulliiam, *hostler helper;* C. E. Mathews, *chief clerk office accountant;* H. L. Miller, *locomotive engineer;* A. Montgomery, *laborer;* R. S. Murphy, *clerk;* J. P. Murphy, *water service foreman;* P. Semponis, *janitress;* R. H. Shaw, *clerk;* R. D. Sisemore, *lineman;* J. P. Stagno, *traveling auditor;* C. G. Story, *car inspector;* H. Wilson, *lift truck operator;* T. L. Worthy, *switchman.*

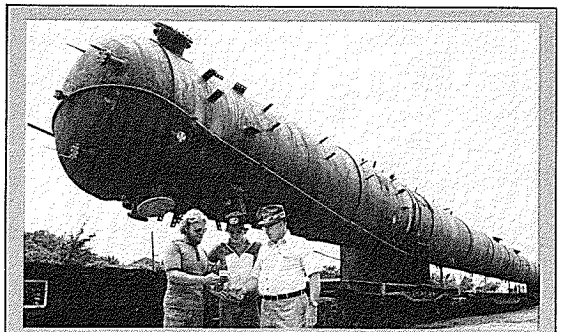
OREGON DIVISION: T. L. Sanford, *train clerk.* Pensioners: L. V. Clark, *boilermaker helper;* W. W. Dean, *locomotive engineer;* L. J. Downing and J. W. Graham, *brakemen;* M. P. Hardesty, *supervisor-Train Service,* C. L. Houghton, *patrolman;* E. A. Jones, *locomotive engineer;* W. Mueller, *car inspector;* R. L. Richards, *laborer;* R. Ross, *foreman;* J. P. Sexton, *general yardmaster;* G. A. Smith, *B&B carpenter;* N. R. Snee, *machinist.*

SACRAMENTO DIVISION AND REPAIR PLANTS: M. E. Kinney, *fork lift truck operator.* Pensioners: M. Barrera, *laborer;* W. F. Becker, *boilermaker;* R. B. Bernard, *electrician;* R. P. Clark, *draftsman;* R. E. Duflin, *painter;* J. J. Hernandez, *sheet metal worker;* R. W. Keskeys, *foreman;* C. A. Lytle, *switchman;* T. Manfredi, *section foreman;* G. K. Martin, *conductor;* J. Martinez, *laborer;* T. J. Miller, *clerk;* M. W. Peachey, *pipefitter;* P. Pathulas, *carman;* W. W. Rhoades, *clerk;* A. P. Richards, *foreman;* L. H. Stephens, *locomotive engineer;* P. Svetch, *machinist;* M. H. Taylor, *carman;* J. Tolas, *laborer;* P. P. Urias, *welder.*

SAN ANTONIO DIVISION: J. H. Campbell, *car inspector.* Pensioners: E. H. Bundich, *engine foreman;* J. L. Newton, *brakeman;* M. Saenz, *laborer;* W. R. Tally, *conductor;* A. Velasco, *machinist;* N. W. Yates, *diesel shop foreman.*

SAN JOAQUIN DIVISION: Pensioners: J. R. Burciaga, *laborer;* G. E. Edge, *fireman;* J. Fidler, *switchman;* L. F. Gallie, *clerk;* C. C. Gerve, *locomotive engineer;* W. R. Goertz, *traveling auditor;* W. M. Grimes, *crossing watchman;* E. T. Martinez, *laborer;* A. V. McIntosh, *telegrapher;* D. L. Parker and W. V. Phillips, *agent-telegraphers;* A. F. Stoltenberg, *clerk.*

TUCSON DIVISION: R. A. Goyczoles, *car inspector;* T. Lomax and R. E. Wilson, *conductors;* B. R. Pruett, *signal maintainer.* Pensioners: F. E. Beaupre, *switchman;* O. Kelly, *locomotive engineer;* S. Gonzales and V. Griego, *laborers;* R. P. Gutierrez, *foreman;* C. M. Johnson, *train dispatcher;* F. E. McMullen, *locomotive engineer;* C. Munoz, *laborer;* E. P. O'Rourke, *traveling freight and passenger agent;* R. S Rouch, *brakeman.* E. E. Taylor, *agent-telegrapher;* D. P. Wilbanks, *chief clerk;* H. A. Woll, *machinist.*



Long Load in Texas

One of the longest loads ever moved over our lines was this 266-foot-long refinery vessel. It measured 16 feet in diameter and weighed over 538,000 pounds. We handled it in a special train from Stafford to La Porte, Texas. Discussing details of the move are (l-r) Engineer Bruce Barcellona, Head Brakeman Bob Germany and Asst. Superintendent R. E. Dipprey.



Fun Day for the Club

It was Southern Pacific Day on the Santa Cruz boardwalk Sept. 30 when the SP Club held its annual picnic there. More than 300 SP people took advantage of low cost tickets which provided a delicious lunch and unlimited rides. Shown enjoying one of the rides are West Oakland Boilermaker Lorin T. Smith, Mrs. Smith and their son Ron, 11. Paul Hefner and Flo Walker were co-chairmen of the club's Arrangements Committee.

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